

# Opportunity Corridor

## DRAFT Conceptual Alternatives Matrix

	Recommended Units of Measure (Steps 1-4)	No Build	Conceptual Alternative 1	Conceptual Alternative 2	Conceptual Alternative 3	Conceptual Alternative 4	Additional Information
<b>Purpose and Need Issues</b>							
Community Development Potential	Total adjacent acreage available for redevelopment	Neutral	56 acres	232 acres	69 acres	204 acres	This is in addition to the 62 acres of existing and planned development
Economic Development Potential	Employment Yield (estimated based on acreage)						
Local Access & Mobility	Length of new frontage created	Neutral	3,900 ft.	9,800 ft.	5,000 ft.	15,200 ft.	This does not include areas that currently have frontage on existing streets.
Regional Access & Mobility	Distances, number of turns (right and left), and number of signalized intersections from I-77/I-490	Route 1: 0.5 miles on Interstate; 3.4 miles on urban arterial; 1 right turn; 1 left turn; 21 signals. Route 2: 2.3 miles on interstate; 2.9 miles on urban arterial; 1 right turn; 0 left turns; 16 signals	3.7 miles on urban arterial; 1 right turn; 1 left turn; 18 signals	3.3 miles on urban arterial; 0 right turns; 0 left turns; 9 signals	3.1 miles on urban arterial; 0 right turns; 0 left turns; 9 signals	3.3 miles on urban arterial; 0 right turns; 0 left turns; 8 signals	No Build Route 1: I-77 to I-490, E. 55th to Carnegie, Carnegie to E. 105th; Route 2: I-77 to I-90 to Carnegie; Alts 1-4 route begins at I-77 and I-490 and ends at E. 105th and Carnegie Alts 2 & 4 activate the most land within a 1/4 mile of the stations. There may be an indirect benefit for transit if the land activated near a new roadway creates jobs and attracts new riders
Transit Supportive Development Potential	Minimal, Moderate, Major, Neutral	Neutral	Minimal	Moderate	Minimal	Moderate	
Modal Options	Improved, Neutral, Negative or Reduced	Neutral	Improved	Improved	Improved	Improved	Alt 1 - addition of bike lanes; Alts 2-4 addition of bike lanes and potential for new local and express bus service
<b>Environmental resources</b>							
<b>Cultural resources/Section 4(f)</b>							
NRHP sites impacted (excluding cemeteries)	Number of NRHP sites impacted (range)	None	0-1	0-1	0-1	0-2	Alt 4 - Possible impacts to St. Elizabeth Catholic Church or Kenneth Johnson Recreation Center property
Known eligible NRHP sites impacted (excluding cemeteries)	Number of eligible NRHP sites impacted (range)	None	None	None	None	None	
Local historic sites impacted	Number of local historic sites impacted (range)	None	None	None	None	0-1	Alt 4 - Possible impacts to Kenneth Johnson Recreation Center property
State historic sites impacted	Number of state historic sites impacted (range)	None	None	None	None	None	No record of State Historic Sites in the study area
Cemeteries impacted	Number of cemeteries impacted; acreage of impact (range)	None	1-2	None	1-2	None	Alt 1 - St. John's, possibly St. Joseph; Alt 3-Possible impacts to St. John's, impacts to St. Joseph's
<b>Parks/Section 4(f)</b>							
Number of parks impacted	Number of parks impacted (range)	None	0-1	0-1	0-1	0-2	possible impacts: Alt3-City playground behind Mt. Sinai; Alt4- to Ken Johnson Rec Center or park near Miceli's
<b>Ecological</b>							
Stream crossings	Number of stream crossing impacts	None	None	None	None	None	There are no stream crossings located in the study area
Quality wetland impacts	Number of wetlands impacted	None	None	None	None	None	No quality wetlands are located in the study area
Threatened and endangered species impacts	Yes / No	No	No	No	No	No	No record of endangered species in the study area in ODNR database
<b>Hazardous materials</b>							
High Probability Sites (high cost environmental clean-up)	Range of number of listed or potential sites impacted	None	15-22	12-20	10-15	10-15	During field research it was determined that several sites in the study area have the potential to require environmental clean-up even though they do not appear on an official hazardous waste site list
Landfill sites impacted	Range of number of sites impacted	None	None	None	None	None	No landfills are located in the study area
<b>Environmental justice</b>							
Benefits to environmental justice areas	Improved access; economic vitality; employment opportunities; improved pedestrian safety; increased mobility						
Disproportionate impacts to environmental justice areas	Increased traffic; property takes; noise; vibration; lack of access; exclusion from broader community; isolation; ability to access						
<b>Utility Relocation Issues</b>							
Major Utility Facility Relocation (fiber optic; sub stations, etc.)	Number of Major Utility Facilities Impacts (range)						

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<b>Right of Way</b>							
<b>Structure Impacts</b>							
Residential <sup>1</sup>	Number of structures impacted (range)	None	45	60-65	78-83	125-130	Alt1-includes Mt. Sinai Senior housing multi-unit structure, and 2 multi-unit structures of the East Woodland Estates; Alt 2 includes 2 multi-unit structures in the Community Apartments
Residential Occupied *	Number of structures impacted (range)	None					
Residential Vacant for sale/lease *	Number of structures impacted (range)	None					
Residential Vacant condemned *	Number of structures impacted (range)	None					
Religious Structure Impacts <sup>2</sup>	Number of structures impacted (range)	None	9-11	2-3	1-2	1-2	
School Structure Impacts	Number of structures impacted (range)	None	0-2	None	None	None	Alt1-school on Woodland next to cemetery, possibly the American Baptist College with the realignment of Kinsman
Cultural Center Structure Impacts	Number of structures impacted (range)	None	0-3	None	2	None	Alt 1-library on Woodland; CMHA police station on Woodland; Post Office on Woodland; Alt 3-2 planned culture center sites (Mt. Sinai Multi-Plex and Youth Intervention Center)
Commercial Structure Impacts <sup>3</sup>	Number of structures impacted (range)	None	20-25	30-35	17-22	10-15	Alt 2 includes Orlando Baking Co.; Alts 2 and 3 include the Maingate Shopping Center; Alt 4 includes former grocery store owned and used by Miceli's
Freight Rail Property Impacts	Major, Minor, Minimal, None	None	Minor	Major	Major	Minor	Alts. 1,2 & 3-NS owns property between CSX and NS east of E. 93rd/north of Woodland; Alts 2&3-structure over rail yard west of E. 55th requires piers/removal of tracks
GCRTA Property Impacts	Major, Minor, Minimal, None	None	Minor				Alt 1,2,4- Impacts E. 55th and E. 105th St. stations; Alt 2- also impacts E. 55th rail yard; Alt 3-impacts E. 55th St. station and yard
<b>Structures</b>							
Retaining Walls	Length of new retaining walls	None (responsibility of the railroad)	None	3,600 ft.	8,850 ft.	1,400 ft.	Alt 2-retaining walls along Grand east of E. 55th and between E. 75th and E. 89th; Alt 3-retaining walls along Grand east of E. 55th and from E. 71st to Quincy; Alt 4-retaining walls between E. 64th and Grand; between Buckeye and Woodland; and along CSX between Woodland and Quincy
Roadway Bridges	Location and number of new/rebuilt roadway bridges required	3	4	8-10	7-9	6	No Build - Woodland and E. 105th require rehab/replacement; Alt 1 - Woodland, E. 105th over NS/GCRTA; over rail yard at E. 55th, over NS/GCRTA west of E. 75th, E. 55th, 79th, 89th, Quincy, possibly widen Kinsman and Buckeye; Alt 3 - over rail yard at E. 55th, E. 75th, E. 79th, E. 89th, E. 93rd, Quincy, possibly widen Kinsman and Buckeye; Alt 4 - E. 55th, over Kingsbury Run, over Blue/Green line, Quincy, E. 105th St., possibly widen Kinsman
Rail Bridges	Location and number of new/rebuilt rail bridges	None (responsibility of the railroad)	3	3	2	3	Alt 1 - NS over Woodland near E. 79th, CSX over Woodland near E. 93rd, and Quincy near E. 105th; Alt 2 - NS over NS/GCRTA near E. 79th; CSX over Woodland near E. 93rd, and CSX over Quincy near E. 105th; Alt 3 - NS over NS/GCRTA near E. 79th, and CSX over Quincy near E. 105th; Alt 4 - NS over Grand, CSX over Woodland near E. 93rd, and CSX over Quincy near E. 105th
<b>Planning-Level Cost Estimate</b>							
<b>Order of Magnitude</b>							
Structures	Estimated Cost (range)						
Pavement	Estimated Cost (range)						
R/W (land acquisition)	Estimated Cost (range)						
Rail	Estimated Cost (range)						
Business Relocation	Estimated Cost (range)						
Residential Relocation	Estimated Cost (range)						
Utility Relocation	Estimated Cost (range)						
Environmental Clean-up	Estimated Cost (range)						
<b>Others</b>							
NOACA Funding Criteria	Potential NOACA scoring: High, Medium, Low						
TRAC Funding Criteria	Potential TRAC scoring: High, Medium, Low						

\* information to be obtained from City of Cleveland

<sup>1</sup> For Alts.1-4: Assumes 26 residential structure impacts on E. 105th; 14 residential structure impacts on spur

<sup>2</sup> For Alts. 1-4: Assumes 2 religious structure impacts on E. 105th

<sup>3</sup> For Alts. 1-4: Assumes 3 commercial structure impacts on E. 105th; 1 commercial structure impact on spur